Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A propulsion system for an electric powered flying wing toy, the flying wing having a wing body with a nose and trailing edge, comprising:

an electric motor powered pusher propeller mounted aft of the trailing edge;

a minimal profile motor enclosure having no horizontal stabilizers and that form-fits to the shape of the electric motor in order to maximize the cross section of smooth air presentable to the propeller, the motor enclosure adapted to extend aft of the trailing edge a predetermined distance that decouples airfoil trailing edge air turbulence from the aft-mounted propeller, the predetermined distance comprising a minimum distance of 20% of the diameter of the propeller; and

a smooth, streamlined, featureless top surface between the flying wing nose and pusher propeller having the effect of minimizing obstruction of air upwind of the propeller and maximizing smooth laminar air flow over the wing body; said smooth wing airflow being further improved owing to the effect of partial vacuum between the propeller and the nose when the pusher propeller is engaged.

2. (Previously Presented) The system as set forth in claim 1 wherein the propeller is extended a sufficient distance aft of a trailing edge of the wing, in order to effectively decouple propeller-induced air turbulence between the propeller and the wing trailing edge, with the effect of increasing propeller efficiency, reducing audible propeller noise, and reducing mechanical propeller vibration and stress for the intended flight performance envelope.

3. (Previously Presented) The system as set forth in claim 2 wherein aft propeller extension is deployed by extending the minimal profile motor enclosure aft of the trailing edge.

4. (Previously Presented) The system as set forth in claim 2 wherein aft propeller extension is deployed by extending a propeller shaft length.

5. (Previously Presented) A system for securing a battery module within an electric motor powered swept flying wing toy aircraft having a wing body with a leading edge and a trailing edge, the system comprising:

a battery bay embedded completely inside the wing body and having a battery bay opening formed in a bottom side instead of a topside of the wing body to allow a featureless top surface of the wing body for minimizing interruption of laminar air flow on the top surface of the wing body;

a hook-and-loop battery fastener attached to the surface of a battery module that will be exposed and visible when the battery module is properly installed into the battery bay;

the battery module, when installed in the battery bay, is prevented from falling out of the battery bay through the use of two or more straps placed perpendicular to the wing chord, with spacing in between the straps to accommodate at least one hook-and-loop fastener member;

one edge of a thin, resilient, flexible battery bay cover flap permanently attached to an underside of the wing body between the nose and the battery bay and dimensioned and positioned to cover the battery bay opening in the wing body;

at least one hook-and-loop fastener member attached to an inside surface of the battery bay cover flap, the fastener member dimensioned and positioned in order to mate against exposed portions of the battery module hook-and-loop fastener member when the battery bay cover flap swings to cover the battery bay opening;

a hook and loop fastener member is attached to the battery bay cover flap near an opposite, unsecured edge of the battery bay cover flap that in turn mates to a corresponding

hook-and-loop fastener member fixed to the bottom side of the wing body between the wing trailing edge and the battery bay opening;

with the battery module installed, the battery bay cover flap is lightly stretched as it is secured to the mating hook-and-loop fastener member on the battery module as well as on the bottom side of the wing body;

the battery module is hence locked in place so it cannot slide laterally within the battery bay, and the battery bay straps instead of the hook-and-loop fasteners will primarily absorb the principal forces acting on the battery in flight and during impact; and

removal of the battery is accomplished by peeling the battery bay cover flap away from the mating hook-and-loop fasteners.

6. (Previously Presented) The system as set forth in claim 5 wherein the wing sweep is chosen to allow the battery module to be installed aft of the wing nose with sufficient spacing between the wing nose and the battery to provide battery impact absorption while maintaining a balance point that allows the aircraft to fly in a stable attitude.

7. (Previously Presented) The system as set forth in claim 5 wherein the battery module position is adjustable within the battery bay toward the front or rear of the aircraft for fine-tuning aircraft balance or accommodating balance point shifts due to wing span shortening or other aircraft modifications.

8. (Previously Presented) The system as set forth in claim 5 wherein a resilient foam stop block is inserted into the battery bay before the battery module is inserted in order to fill any air cavity that may be present with the battery having been repositioned to set the optimal aircraft balance point.

9. (Previously Presented) The system as set forth in claim 5 wherein the width of the battery bay cover flap is made slightly narrower than the battery bay width to allow for air flow into the battery bay to cool the battery module.

10. (Original) The system as set forth in claim 5 wherein resilient battery bay strap materials are used in order to absorb shock incurred upon hard impact.

11. (Previously Presented) The system as set forth in claim 10 wherein the resilient material used is filament tape with contact adhesive spray that has been previously applied to surfaces where filament tape is to be applied for maximum filament tape adhesion strength.

12. (Currently Amended) A flying wing for use with an electric propulsion system, comprising:

an airfoil having a leading edge, a trailing edge, and top and bottom surfaces defining an interior, the airfoil having no fuselage or horizontal stabilizers;

a battery bay formed within the interior and adapted to completely enclose a battery therein; and

a motor enclosure formed to extend from the trailing edge of the airfoil and adapted to enclose an electric motor, the motor enclosure adapted to extend aft of the trailing edge a predetermined distance that decouples airfoil trailing edge air turbulence from an aft-mounted propeller, the predetermined distance comprising a minimum distance of 20% of the propeller diameter.

13. (Original) The flying wing of claim 12 wherein the leading edge of the airfoil is swept back towards the trailing edge at an angle to form a nose portion and to enable installation of a battery in the battery bay aft of a nose portion of the airfoil with shock-absorbing material between the battery and the nose portion of the airfoil while maintaining a balance point that enables the airfoil to achieve sustained flight.

14. (Canceled)

15. (Original) An aerodynamic wing-shaped propelled vehicle, comprising:

an airfoil having top and bottom surfaces that meet at a leading edge and a trailing edge, the leading edge swept back towards the trailing edge to form a nose portion, the airfoil configured to have an arched cross-sectional configuration that provides camber and that defines an interior;

a battery bay formed in the interior of the airfoil and configured to entirely enclose a battery within the interior of the airfoil;

an electric motor coupled to the battery and having a shaft extending therefrom on which is mounted a pusher-type propeller; and

a motor mount integrally formed on the airfoil and sized and shaped to receive the electric motor, the motor mount extending aft of the trailing edge of the wing a predetermined distance to position the propeller away from turbulence generated at the trailing edge of the airfoil when in flight.

16. (Original) The vehicle of claim 15, comprising a battery module sized and shaped to be received within the battery bay, the battery module comprising a battery and means for retaining the battery inside the battery bay.

17. (Original) The vehicle of claim 16, comprising a flap for covering the battery bay without interfering with the aerodynamics of the airfoil.

18. (Currently Amended) A flying wing toy, comprising:

an airfoil having a leading edge and a trailing edge, the airfoil having no fuselage or horizontal stabilizers associated therewith; and

a propulsion system mounted on the airfoil, the propulsion system comprising a pusher propeller extending aft of a trailing edge of the airfoil a sufficient distance to decouple the propeller aerodynamically from turbulence generated at the trailing edge of the airfoil when in flight, the distance comprising a minimum of 20% of the propeller diameter.

19. (Original) The toy of claim 18 wherein the propulsion system comprises an electric motor powered by a battery mounted inside the wing.

20. (Original) The toy of claim 19, further comprising a battery bay formed inside the wing and having an access opening on an underside of the wing.